



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

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Project Status Report dated October 10, 2006
(Submitted to The Reclamation Board for the October 20, 2006, meeting)

A progress report of the various phases of the Three Rivers Levee Improvement Authority (TRLIA) project is provided in the followings sections of this document.

Levee Design and Construction Work

Phase 2 Levee Repair - Bear River Station 131 and easterly, Western Pacific Interceptor Canal and Yuba River from just east of Highway 70 to the Union Pacific Railroad: Pump Station No 6 replacement is nearing completion with final mechanical and electrical work to be completed in November 2006. Work remaining for the WPIC levee is the placement of rock riprap for wave wash protection. TRLIA is constructing additional seepage berms along the upper Bear River to address shallow sand layers discovered during construction. Construction of these berms is scheduled to be completed along with all other Phase 2 levee work in November 2006. Once complete, the Bear and WPIC levees will provide 200-year protection.

Phase 3 Construction – Bear River Setback Levee between the Feather River Levee and the limit of Phase 2 construction: Work remaining is completion of the relief wells. A ribbon cutting ceremony will be held on October 27. Restoration of the setback area is underway. TRLIA has reached agreement with the Fish and Wildlife Service that would allow removal of elderberries in the restoration area during future maintenance actions.

Phase 4 – Yuba River Levee between the Union Pacific Railroad and the Goldfields: Construction continues on the slurry wall installation between the Union Pacific Railroad and Simpson Lane. The contractor is working seven days a week, twenty-four hours a day to complete repair of this important reach of levee before the flood season. TRLIA had planned to complete the levee profile to provide three feet of freeboard above the 200-year flood event. Special Condition 15 of our Encroachment Permit does not allow this design criteria to be implemented. This item is a separate topic on the Reclamation Board agenda.

Phase 4 – Feather River Levee between Bear and Yuba Rivers: TRLIA has divided this reach of levee into three segments. Segment 1 is from the Bear River Setback Levee (Project Levee Mile (PLM) 13.3) to Star Bend (PLM 17.1). Segment 2 is from Star Bend to a mile north of Murphy Road (PLM 23.6) and Segment 3 is from Murphy Road to the junction with the Yuba River South Levee (PLM 26.1) and the portion of the South Yuba Levee from PLM 0.0 to 0.3. Design continues on Segments 1 and 3 which will be

strengthened in place. This work is scheduled for construction in 2007. TRLIA has met with the Corps of Engineers to discuss seepage problems in the Corps recently remediated Site 7 Extension reach (PLM 13.3 to 15.1). The Corps is evaluating opportunities to take corrective action, if required in this reach. TRLIA consultants have completed a draft report that discusses the foundation problems and a proposed solution in the vicinity of Pump Station 3 (Project Levee Mile (PLM) 18.1). This report is under review by TRLIA, DWR and the Corps of Engineers. TRLIA proposes to obtain additional geotechnical information and initiate a groundwater monitoring program in this area to obtain more information to assist understanding of the foundation problem and guide design of a solution.

CEQA documentation for Phase 4 Feather levee improvements is in progress. The public comment period closed on September 18, 2006 and the TRLIA Team is preparing responses to comments and revising the report to prepare to issue the final document. Consideration of the EIR and a decision on the Phase 4 Feather levee improvements is expected in November.

Operation and Maintenance

TRLIA recognizes that maintenance is important to ensure that the levees continue to provide reliable flood protection. TRLIA is coordinating with RD 784 in updating Operation and Maintenance Manuals for the newly repaired and constructed levee features. TRLIA is also assisting in determining which maintenance actions may need updating or require more emphasis. An engineering firm has been hired to determine who benefits from the flood protection and what an equitable assessment should be to pay for the maintenance of these features.